portion of the press is advocating a general amnesty, but with the restriction that persons who served the Intervention or the Empire shall not be eligible for public offices. Gen. Canto passed through Zacatecas on the 3d inst., on his way to Durango, for the continuation of his call for the murder of Gen. Patoni.

COMMON SCHOOLS-THE CONSULAR TREATY-BANKS. [FROM OCR OWN CORRESPONDENT.]

VERA CRUZ, Jan. 14.-The State of Zacatecas lately did the most considerable act of the past year of Mexican history by passing a law which provides establishment and promotion of popular education throughout its extent. This law apportions to villages of 500 inhabitants one public school, and to those of two or three hundred more population an additional school for girls. Primary education is declared essential and made cumpulsory. Zacatecas may not be able at once or for a time to plant this well-considered law and make it grow, for all that education and compulsory education is so decided a need, yet the mere passage of such a law is an evidence of positive and progressive earnestness very rare to Mexico. Zacatecas has undoubtedly the leadership of all the Mexican States in good enterprises; has decreed the abolition of the bull-fight and the cock-fight; has through its former Governor, Auza, made some most wise and liberal concessions to mineral industry; has made a law in favor of pantaloons as outside garments, instead of manta drawers-a curious law, but well intended; has not been overawed by robbers, and, I have heard, has fortunately not one good man alone, menaced by thieves, but a number of public-spirited men who have been able to drive their reforms quite over the needy indifferentism under which some, if not many of the States suffer, more or less. Except, up the State of Zenatecas, it cannot be said that edunot many of the States suffer, more or less. Except in the State of Zacatecas, it cannot be said that education in Mexico at present is a live and aroused movement such as the times demand instantly, such as the poor require as the commonest sop of sympathy which the rich and oligarchical can throw down to their children; such, in fact, as the nation needs, and can never do without, as the best investment of a more important capital than the Minister of Finance is ever called upon to handle—I mean the human capital, the young souls which Mexico can put out at interest with the souls which Mexico can put out at interest with the schoolmaster, instead of selling them at frightful discount to the influence of outlawry and roguery. discount to the influence of outdawn and requestry. The educational figures just come to hand from the State of Yucatan are not bad—that is to say, for Yucatan; and it must be remembered that this State is troubled with a chronic Indian war. Merida District has 30 schools, with 1,500 scholars, and 12 towns count an average of four or five schools each, with 250

an average of four or five schools each, with 250 pupils. These statistics and others, here and there, from the States, are rather a novelty.

A rumor has prevailed that the International Consular treaty, in which Mexico might logically feel more interest than the United States, has failed by default of passage during a specified term for ratification. Nevertheless I had been assured by very high anthority that this treaty would pass over all the crotchets which have part in the minority of Congress, and I hold, of course, to the belief that the Mexicans will yet ratify it. The treaty I have examined more than once, and find it to be an ordinary consular plan, against which no valid objection can be made. That the Mexicans are suspicious legislaconstant plan, against which no vario objection and be made. That the Mexicans are suspicious legislators, and, that, from curious experience, they are apt to look upon consuls of all kinds with a mingling of distrust and caution, is scarcely wonderful—surely not so of the minority in Congress who represent whatever is inveterate and obstinate and irresponsible in Mexican politics. These enfants terrible growl over the possets and portidges which the neighbor nation gives them, but cats them at last. The handful of gives them, but eats them at last. The handful of mouthing speculators who represent whatever profligate opinion is imported here from the United States, are never unready to lionize this kind of opposition into some attitude dreadfully hostile to the great republic. There is a rumor that what is diplomatically called the calcule cordiale will be well established during Grant's administration. Be this as it may, observers of most foresight agree that our best diplomacy for Mexico will be the least exacting.

I understand from good authority that the project of having national banks in Mexico has been well considered by Secretary Romero. Mexico has no

considered by Secretary Romero. Mexico has no banks at all; and as she has twenty-five States there are twenty-five reasons why she should have them. The dreulation of Mexico is poor enough, not more, perhaps at most, than \$30,000,000. But banks would establish a magnetism in time strong enough to draw out much buried and now profitless treasure, and in good time help industry to new blood and life. First of all, however, must freely come public and popular faith, or more of what the journals have so frequently distinguished as "public security"— which God speed for Mexico's best sake. K. O'D.

THE AMERICAN PRISONERS IN TURBER

SIR: Our imprisonment is rapidly exhausting a.i the phases of arbitrary treatment. We have behand, from warehouse to warehouse, with or without eare, in great dispatch or none at all. After having arrested us by the ruse of a pretended surrender. Furkey, backed up by England and France if not instigated by these powers, determined to keep us by force and judge us according to the law of the country—as among modern nations. We are the first foreigners to whom they have

earlons. We are the nixt concease to modifically and ever had the opportunity of applying their unitive institutions—here where the only law is the Koran and its only expounders the Multis, hence, certainly, a cause for the very kind treatment shown us at the close of our stay in Damascus. In a letter to Mr. Johnson from the Governor-General of the 17th of November, him days after the has attempt at examination he says: ""in the Governor-General of the 17th of November, him days after the has attempt at examination he says: ""in the Governor-General of the 17th of November, him days after the has attempt at examination he says: ""in the Governor-General of the 17th of November, him days after the last attempt at examination he says: ""In the governor-General of the 17th of the 17th of the 17th of 17th o

## PARAGUAY.

The following letter from Mr. R. Von Fishher Treunfeld, the constructor of the telegraph lines in araguay, was received by the last steamer from South America. It is from an eye-witness of many of the atrocities of Lopez, and fully corroborates in every part the statements of Bliss and Masterman, published a few days since, both in regard to the cruelties of Lopez, and the firm and humane conduct of ex-Minister Washburn. The writer is a German, and his English, it will be seen, is imperfect, but it is sufficiently correct to be understood. and is given as written.

ASENCION, Jan. 12, 1869.

ASUNCION, Jan. 12, 1869.

To the late Minister in Asuncion, Mr. Chas. A. Washburn, in Washington.

Dear Sir: What shall I write to you! Paper, ink, and letters are only means for short and incomplete communications, and my heart is so full, I have so much to tell you, there are so extremely many intrigues to microver, such an incredible complex of Jesulism, baseness, lowness, falschood, assassination, all sort of crimes, and hadly deed governmental skill to bring to the daylight, that I fear it is hardly possible to give to the world the proof of the baseness and the clever play of which we all foreigners in Paraguay have been subject these last ten months. It is impossible to do us justice for two reasons, because there are far too many acts of harbarism to be able to mention them, and secondly, they are so nicely and skillfully enveloped and put under the shape of justice and humanity, that we can hardly expect the world to be ready to believe the truth. It would be necessary to discover the motives of all this clever Jesuitical play and assassinations, which the Paraguayan Government used during the last year—motives which I cannot explain, and of which I only have the full persuasion that all is falsehood and baseness.

I perfectly understand, and I find it quite natural and logical that until this moment there are politicians who admire and defend the actions of the Paraguayan Government and condemn those poor sufferers who had to lose their lives, fortunes, and honor, during the last ten months; but this mistake is only to be excused, as the world knows nothing at all about Paraguayan affairs, and what they believe to know is only a very clever falsehood which thus Government understood and spread over the world.

I suppose you know by this time that Asuncion is in the hands of the Allied arms river to the world.

and what they believe to know is only a very clever false-hood which this Government understood and spread over the world.

I suppose you know by this time that Asuncion is in the hands of the Allied army since the 1st of January, and as I write from that place you will see I have the fortune to be with them. I asked several people about you, and I learned nothing except some vague information of your having gone to Washington, and what I most deeply lament and about what I feel very, very sorry, is that I have been informed by several people that you got into difficulties with the United States Government about the clever but miscrable tricks the Paraguayan Government played you. But, my dear Sir, I have confidence time will clear all those errors, and if I was in your place I would feel quite easy and even tell my adversaries that they are perfectly right to condemn you, because they could not do otherwise with the wrong information they only have, and with the apparently nicely-fitted accusations of the correspondence between you and Benitez. I say that your adversaries have quite wrong information, or, perhaps, better said no information at all, because I find here, at the very head, people of the Allied army, that they are entirely ignorant of the extent of cruellies and falsehood to which this place is subjected. I wish to God, therefore, and I hope that soon everything will come to the daylight, and then, dear Sir, there could not be a man, to blame you; but there are many who are deeply obliged to your kindness, to your humanity, to your good-will and assistance, and more than all to the straightforward defense of the principle of right. Until now, I have not seen newspapers, and the information I got about you is very uncertain, so I hope you are all right, and enjoy a better and happy life after so many sufferings.

I will tell you now how I came to the Allied army, but I am sorry that I must be very brief, as otherwise I never could finish, because the sufferings, bad treatment, and falseheed to whic

could finish, because the subcrings, but treatment, and falscheed to which I had been subjected for the last three months have been by far too many.

You know very well that I always have been very highly estimated by the Paragunyan Government and all officials, and it had been so until the 23d of October last year, when I was taken prisoner and sent to the army. My imprisonment is another specimen of rudeness—to use the most direct word for such an action—because they accused me of the same dramatic piece of revolution, by means of which spectacle they put out of the way so many innocent people before me. Now look here, dear Sir, how all that came. At the beginning of October arrived very near Asuncion a French and an Italian guabout, and the Consuls took steps to arrange the departure of their respective subjects. At the same time appeared an advice (notice) in the official paper, the Semanario, that the Paragunyan Government never had put difficulties in the way of the departure of foreigners. I considered this a fine occasion to retire to Europe and put myself in communication with the Italian Consul, asking him to take me on board of the vessel of his mation. After having arranged this, I went to the Paragunyan descriptions at the last this first that the Paragunyan for the consultation of the vessel of his mation. put myself in communication with the Italian Consul, asking him to take me on board of the vessel of his nation. After having arranged this, I went to the Paraguayan Minister, Luis Caminos, and told him that I should like to reture to Europe, in case the Paraguayan Government did not find it inconvenient. I was so happy to be told by the Minister that there was no inconvenience at all on the part of the Paraguayan Government, and that he would write down immediately to arrange about the vessel and to send me my passport. With these favorable promises, and in the glorious hope to spend a happy Christinas at home, after so many years privations and sufferings, I went home to my country house in Recolcia, full of hope and now plans for the future; packed up my bagange and a few thousand dollars, the carnings of hard work in Paraguay. The next norming, the 22d of Getober, I went as regularly to Asancion to rrange everything there for a quick departure, but, accredible to believe, at 10 clock 1 metal and 1 minetizately transported on horseback to the majoria of the army in Las Lomas, near Villeta. All my demonstrations to visit first my house to provide me with cloffica and money were uscless, and I som convinced myself that I had to obey my screent as bindly as he had to obey his orders. I must pass over a detailed description of all the sufferings which I had during two mooths of imprisonment: Hunger, thirst, filth, issuits, sun, rain, living and sleeping in the open air, with the legs in stocks, without protection against heat and min. But I must mention more particularly what is called the Paraguayan Tribumal of Justice.

ularly what is called the Paraguayan Tribunal of

brought by four soldlers under arms to a hat where there were sitting three captains. After a fermal inquiry of my name, profession, religion, and nationality. I was told to my down an oath that all I should say before that Id to my down an oath that all I should say before that ibunal would be the pure truth. After having done is I was inquired of if I knew why I h. I been taken isoner, which question I answered that I had not the prisoner, which question I answered that I had not the slightest idea. During all this time one of the officers most engerly

prisoner, which question I answered that I had not the slightest idea.

During all this time one of the officers most engerly studied the Semanario and then afterward left the room and did not appear again.

After having denied the knowledge of the motives of my imprisonment, the speaker of the remaining two captains warned me severely not to go on in that way and that I had much better contess at once all my guilt, because the Tribunal knew everything, and there were more than a hundred proofs against me that I had been one of the heads of the revolution.

There I learned for the first time that they considered me as a partner of that imaginary revolution, of which I knew just as little as all the tothers who have lost their lives, being forced to state and affirm to have been partners to such a revolution. It is quite natural that such a mulicious accusation will put the most deliberate man into a certain state of excitement, and I began to defend myself, stating that I was ready to face any man and any statement against me; but instead of entering into the points of my defense, or only listening to them, I was repeatedly warned to consider that I was not in a grozshop or in a billiard room or theater, and that I must not make mevements with my hands, nor speak so loud, and that I behaved very badly before the Tribunal, and that I hence of Guibarro, the only one I knew by name. I was then told that the Tribunal had many proofs that I knew all about the revolution, and that I had received money from the Commandanto Fernandez to maintain that revolution. I denied both accusations, which caused everything to personade the judges to bring to my face any person, paper, or proof which could -peak against any person, paper, or proof which could -peak against any person.

revolution. I denied both accusations, which caused one of the captains to order a corporal to bring a pair of fetters, which, fortunately, they never put on me. I tried everything to persuade the judges to bring to my face any person, paper, or proof which could peak against me, but the elever judge assured me that there was no necessity, that the Tribunal is perfectly persuaded of my guilt, and that the Tribunal never calls a person except he is guilty, to which I answered that so far as my knowledge goes, a tribunal has a right to call any person, but only to punish the guilty.

With this the examination had an end, and I was advised to regulate my soul with God because my life would be short, and then I was taken again to my prison, and never saw anything more neither of judge or jary.

I have to state that the Paraguayan Tribunal was not even jurnished with a table, neither pen, luk, or paper. But you can see, dear Sir, that I have been the most fortunate of all the prisoners, because they never put mo into fetters, nor did they use with me all the disholical machines of the times of the Inquisition, with which they pressed out and forced all the other foreigners to confess and affirm that there really had been a plan of revolution, and that all of them had been members of it.

I have to tell you now how I escaped out of this most critical and dangerous position. On the 21st of December, we were (about 40 of us) prisoners, lying in a retired place in the wood, when the Allied army began to make a formal attack on the Paraguayan fortifications in Las Lomas. Early in the morning there came a body of officers and priests to our place, and Commander Marco read a list of about one third of the prisoners who had to step forth, and by everything it was evident that there was the solemn moment of what the Paraguayans venture to name an execution of justics. Then the called prisoners formed a circle, Commandante Marco read a short sentence, the priests took them to confession, a body of solders took them a few step

one in a cart, and carried off, I do not know where. People speak here of their also being shot, but I could not which the Governor promised to forward at once, was we could add a hendred like instances.

The truth is Turkey knows no right but force. Her officials can give siny and every excuse for continuing present political complications will be sure to postpone our case indefinitely, unless our Government resorts to spind.

We have written thus at length, gentlemen, daring to abuse your patience, because we know that neither the Minister at Constantinople, nor the Government at home, which we believe would be given, could the public but fear our true condition—and we therefore beg you to invert such portion in The Trimune as you may see sit, showing we shall be highled to such kindness, on your our true condition—and we therefore beg you to invert such portion in The Trimune as you may see sit. Showing we shall be highled to such kindness, on your our true condition—and we therefore beg you to invert such portion in The Trimune as you may see sit. Showing we shall be highled to such kindness, on your our true condition—and we therefore beg you to invert such portion in The Trimune as you may see sit. Showing we shall be highled to such kindness, on your our true condition—and we therefore beg you to invert such portion in The Trimune as you may see sit. Showing we shall be highled to such kindness, on your our true condition—and we therefore beg you to invert such portion in The Trimune as you may see sit. Showing we shall be highly the provided by the state of the public but feel to the such provided and the public but feel to state the public but feel to the feel to

rain of musket balls, every one looking out for himself, and being most eagerly occupied in reaching the next wood. The President, the two Generals, Resquin and Caballero, Madaue Lyneb, a few more officers, and about 50 men of the horse guards succeeded in reaching Cerro Leon on horseback, leaving everyfring else behind. About 1,600 men afterward also succeeded in getting to the last remnant of his male pass out of health of step three days in the thickets of the wood, because I had to step the last remnant of his male past of health and occupied walk barefooted, in a miscrable wood, because I had to ness, and on the first day I already saw Lysself entirely all possible outlets. On the fourth will had occupied all possible outlets, On the fourth will had occupied all possible outlets, On the fourth will had occupied all possible outlets, On the fourth will have compared went to the Argentine camp of icink, in the morning I met Col. Caracar, to whop I am deeply obliged by the kind reception he gave me. From here I was taken to Gen. Rivar, then to the Argentine Chief, Gen. Gilly y Obes, and then to the Marquis de Caxias himself. I cannot praise sufficiently the kindness with which these three generals received and treated me. Since the first of January I am again in Assumeton, but unfortunately I have to say that I found my house at Recoicta entirely robbed, so that I find myself for the first time in my life, poorer than the poorest beggar; not a cent in the pocket. Not all the poorer than the poorest beggar; not a cent in the pocket not a shirt to put on, not a single friend to ask for anything, and so weak that I am not able to leave the house. But with the help of God and some newly arrived countrymen of milne, I am able to tell you, sir, now I am getting better every day.

I am very sorry that I must mention here the very sad news which I inmediately learned when I arrived at the Allied camp, namely—that Lopez when he took to flight toward Coro Leon ordered an adjutant with a list of all the old and new pris

published, then or course they are the following read kill him.

As regards other foreigners I make the following remarks. Dr. Fox, being in a deplorable state of health, was allowed, about two mouths age, to retire to England on the Italian gunboat. Messrs. Twite, Burrel, and Valpy are still with the rest of the Paraguayans in the mountains. The same with the rest of the English engineers. of the Arsenal. M. Parodi is in charge of the Hospital i

Cerro Leon,
So far at present. I should feel very much obliged if
you would write to me a few lines, to inform me how
you, your indy, and child are getting along. My address
will be, for the next few months,
R. von Fischer Treuenfeld,
Care of Don F. W. Nordenholz,
Consul-General of Prussia in Buenos Ayres.

GOVERNMENT ELECTORAL TACTICS IN PARIS. Under date Feb. 6, "A Parisian Correspondent" writes to The London Times. To have the whole of the Paris deputies openly arrayed against the present regime, or at least reckened as such, is a sad thorn in the side of the Empire, and the submission even of the side of the Empire, and the submission even of the whole country is not an adequate compensation for such a disgrace. 'Paris cant bien was messe,' said the greatest and best of the French Kings; the present Government is thinking also, and quite rightly, that Paris is worth an electoral struggle, and it cannot be denied that this time the campaign is commencing much better for the Government interest than in 1869. The Opposition representatives will meet in the field two new and powerful adversaries, hostile in appearance—but in appearance only—to the Government, but in truth dangerous for the Opposition alone. I mean the Socialist Clubs, created under the new law, and Socialist newspapers, sold for a halfpenny, and telling already, with perceptible effect, against the success of the merely political and democratic press.

riff. socialist cluss and the opposition.

Inder date of Feb. 6. "A Tarisian Correspondent" writes to The London Times: "The Socialist clubs are bringing to life again the blind resentments of the Parisian mob against the moderate Republicans of 1848, accused daily in those clubs of being syerse to Socialism, and of having sheaf the people's blood like water in the rising of Jime. The menues of Carson, Garnier-Tages, and the friends of Cavalgna, before and the electoral ground is becoming too het for them, the bitterest taunts are, of course, reserved for those table friends of the people, the deputies of Paris, aristocrats under a proper served for those table friends of the people, the deputies of Paris, aristocrats under a permeasure mash, said to the interests of the capitalists and the odous bourgeoiste: and they are almost daily dared by frantie, but much applanded, orators to come and stand before the people in these Clubs, which, naturally enough, they do not care much to try, saying that the secret police is too largely represented Twenty four hours after my arrival to Las Lomas, I was is likely to be less exact.

THE SOCIALIST PRESS OF PARIS AND THE OPPOSITION.

Under date of Feb. 6, "A Parisian Correspondent" writes to The London Times: "A newspaper appeared some days ago called The People, which bodes no good to the Opposition representatives of Paris. That paper is said at a halfpenny a copy, which is the very price of the stamp affixed upon it, exclusive of the price of paper, composition, and editing, which are thus given for nothing. Besides, it is conducted by a writer well known for his acquaintance with the leaders of the Government: lastly, and mest important, it is the purest and truest mirror of the Napoleonic doctrine when wearing the ultra-democratic garb—to wit, that political discussions are without interest, and political guarantees without importance; that seeial reforms and a better distribution of wealth must alone be attended to by the working classes, and that, being the most numerous, they can legally adjust things to their peculiar interest and will. That paper, usually contended against by some Liberal or Republican contemporaries, is beating them out of the market by the strong hand of its cheapness, and the elections will find it powerful and useful, however costly it may be still to to its undertakers."

PROPOSAL FOR A WAIF OFFICE. In connection with the Post-Office, which con-

templates: 1st. to restore all kinds of lost property, called waifs, to the owners. 2d, To prevent negative crime, i. e., fluders not using means to know who the losers are, by having a lawful and compulsory method whereby to know the owners. 3d. To yield a considerable source of revenue, arising from the Stamped-Lost-Waif forms used by the public (say the stamp to be 25 cents for a local search, 50 cents for a local and general search, \$1 for a local, general search, and insertion in the Waif

for a local, general search, and insertion in the Waif Book), and from the appropriation by Government of half the rewards deposited by the losers. It is proposed to effect the above as follows:

I. When a person has lost anything, he procures from the nearest Post-Office a Stamped-Lost-Waif form, fills in when, where, description of the waif, the reward he deposits, his mame, address, and posts this form to the Post-master of the district in which he has lost his property.

II. When a person has found anthying, he writes a letter, stating when, where, description of the waif, his name, address, and posts this letter to the Postmaster of the district in which he has found the property. Postmasters shall be commanded to do this for those who cannot write. Persons not doing so within three days after finding the waif—the owner being unknown—shall be considered as having stolen the property, and shall be punished accordingly.

III. The Postmaster on finding the lost and found descriptions agree, shall send to the loser an order, bearing the name and address of the finder, commanding the latter to deliver the waif to the bearer of the order, which order the finder retains, and on his presenting it to the Postmaster, he shall obtain half the reward deposited by the loser.

IV. All the lost and found waif-forms not agreeing.

IV. All the lost and found waif forms not agreeing.

IV. All the lost and found waif-forms not agreeing, locally, shall be sent three days after date to the General Waif Office at Washington, where they will undergo a second comparison, and when found to agree, the owners shall be sent orders on the finders, as in previous section.

V. A printed book shall be issued, say every six months, containing a list of all found and lost waifs throughout the entire Union, and three months after a waif—fruily described—appears in this book, the finder shall be, by law, at liberty to dispose of the waif as he thinks proper.

No. 71 Irring-place, New-York.

CRAIGIE GORDON.

## THE CHEROKEE LAND GRANTS.

The following resolutions have been passed by a "Settlers' League" in Crawford County, Kansas. James F. Joy, esq., President of the C., B. and Q., and other railroads, claims Cherokee lands in the county under a certain grant made to a company which he represents. His agent, John T. Cox, has opened an office and invited settlers to come in and "prove up" their

and invited settlers to come in and "prove up" their claims:

Resolved. That if John T. Cox does estat "ab an effice in Crawford Cennty, Kanasa, for the purpose of affording is actilers an opportunity of "proving up," as it is termed, under the Joy contract, we will held the same as a common malance, working burt and doing injury, and anneying the people, and (the right of self-preservation being the paramount law of astere) we have the right and will abate such numance, peaceably if we must.

Resolved. That any member of our League who shall refuse to assist to shading and John T. Car and Office, shall have meted out to him the like treatment that we prepose for John T. Cox.

Resolved, That any person living in Lincoin Township who shall, after this date, "prove up," as it is termed, before said John T. Cox, under the Joy contract, have it as same or like irrestment administered to him. Becoived, That any one sympathizing with adding or abettling said John T. Cox in eastblishing or maintaining his numance; is no better than he is, and deserves the like treatment.

Resolved. That any settler belonging to this League who shall remain firm, and not "prove up," shall he protected; and anyone "proving up, form, and not "prove up," shall he protected; and anyone "proving up, form, and not "prove up," shall he protected; and anyone "proving up, form, and not "prove up," shall he protected; and anyone "proving up, form, and not "prove up," shall he protected; and anyone "proving up, form, and not "prove up," shall he protected; and anyone "proving up, form, and not "prove up," shall he protected; and anyone "proving up, form, and not "prove up," shall he protected; and anyone "proving up, form, and not "prove up," shall he protected; and anyone "proving up, form, and not "prove up," shall he protected; and anyone "proving up, form, and not "prove up," shall he protected; and anyone "proving up, the land; that we pledge of the first person who violate, any of said resolutions.

There has been an outbreak against Chinese labor in Oregon. A wooden factory has been threatened with destruction if the company persist in employing

## THE PACIFIC COAST.

THE WESTERN TERMINUS OF THE PACIFIC RAIL-ROAD-THE RIVAL CITIES, SAN FRANCISCO, OAKLAND, AND VALLEJO-THEIR EXPECTED ADVANTAGES-THE RAILROAD ERA OF CALL-FORNIA-THE STEAM NAVIGATION BOATS-COMPETITION BETWEEN RAIL AND RIVER.

PROM AN OCCASIONAL CORRESPONDENT.1

San Francisco, Jan. 8 .- You on the Atlantic coast, with a population of 35,000,000, look to the Pacific Railroad for a great increase in your commerce and industry; and what should it not then be to us, who are only 500,000? An addition of 10 per cent to the trade of your city would be equivalent to an addition of nearly 100 per cent to ours. New-York is such an immense place that the influence of the traffic on the Pacific Railroad will for a long time be scarcely perceptible there, but here it will immediately double or treble our business-that is, if the railroad makes its terminus here. Your readers, who are in the habit of looking over the California papers, will, however,

of looking over the California papers, will, however, have observed that there is a great difference of opinion as to where the Pacific Raitroad will, or should, have its terminus. This question appears to me very curious and worthy of the examination of all intelligent men in the United States, and it is for the purpose of laying the main points—I take it for granted that I understand them all—before the public that I write this letter.

The presumption among those who have not been in California will be, and the general impression in this city is, that if the cars do not actually run into this city, the business will be done here, so that this will be the terminus for all practical purposes. It seems antecedently probable that a city which for 20 years has monopolized all the foreign commerce, all the maunfactures, and all the banking capital of a coast line 2,000 miles long, would not permit a great railroad to stop at any rival point. Why should not the same influences which have taken all the trade of the coast to San Francisco in the past, continue to take its trade there in the future? You have no fear that Jersey City or Weehawken will take the trade from Manhattan Island, and it may appear equally absurd for the San Franciscans to fear that Vallejo or Oakland will take their trade.

Nevertheless such fears are entertained. The Sacramento Union and The Stockion Indianation, the two

or Oakland will take their trade.

Nevertheless such fears are entertained. The Sacramento Union and The Stockton Independent, the two ablest papers in the interior of the State, do not hesitate to say that Vallejo will be the chief center of the foreign commerce of the State; and The Union has been discussing the matter with much ability. Val-lejo is a town of 4,000 inhabitants, situated six miles west of Benicia and directly opposite the Mare Island
Navy-Yard, on a harbor a quarter of a mile wide, six
miles long, as deep as that of New-York, and 25 miles
from the sea, with a channel wider, deeper, safer,
and more plainly marked, than the channel from
Sandy Hook to Manhattan Island. The site of
Vallei is almost level having just anoneh slore for Vallejo is almost level, having just enough slope for drainage; the foundation is rock and hard elay; the upland comes down near to deep water; the vicinity s very fertile; earthquakes are not severe, and the

drainage; the foundation is rock and hard clay; the upland comes down near to deep water; the vicinity is very fertile; earthquakes are not severe, and the place, on account of its fine harbor and proximity to the Strait of Carquinez, is the natural railroad center of the Strait of Carquinez, is the natural railroad center of the Strait of Carloinez, is the natural railroad center northward to Calistoga, 40 miles; and next Summer a branch, 40 miles long, from the Sacramento road will extend to Marysville. Sacramento, which is on the route of the Pacific Railroad, and through which two-thirds of the trade of this port passes, is only 60 miles by rail from Vallejo, while it is 170 from San Francisco and 120 from Oakland; and the Vallejo road has lighter grades and fewer and easier curves. San Francisco has such an immense preponderance of capital that its disadvantages otherwise must be immense to permit the transfer of foreign commerce to another point. But the natural disadvantages of its site are immense. Its water front is a succession of high rocky points and wide mnd-flats; its upland consists of steep hills, deep gullies, drifting sands, and extensive salt marshes. It has been necessary to make a site by art. More than 200 acres once occupied by the bay of San Francisco are now filled in with earth and covered with houses. The sum spent on grading is variously estimated from \$20,000,000; I think the latter figure quite small enough. This expenditure has secured room only for the present population; if the city is to continue growing at its present rate other grading will be necessary, at a cost of \$1,000,000 a year, to fit the lots for occupation, in addition to the cost of making streets. And after all the expense, the "made ground," which is a large portion of that near the water front, offers no soild foundation, and the water front offers no soild foundation, and the whole city is infested by carthquakes. The fear of these, and the dampness of the brick houses, lead the people to prefer wooden dwelling

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of the carried The railroads from the latter place carry 2,000,000 tuns inland annually, while the boats running to all points on the coast and river, exclusive of Jersey City, carry four times as much, and the railroads east of the Hudson carry about 400,000 tuns. Thus only one-fifth of the trade of your metropolis goes through Jersey City, while nine-tenths of the trade of ours would go through Oakland if that were the terminus of the Pacific Railroad. The character of your coast, and the distribution of your population, require a much larger relative coasting trade than we have in California. About 16,000,000 people live east of the Alleghanies, and get their freights chiefly by water, through the numerous bays and navigable rivers that abound on a slope 200 miles wide. The western slope of our coast mountains is only 30 miles wide; we have in California no navigable rivers save those which empty into San Francisco Bay, and not wide; we have in California no navigable rivers are those which empty into San Francisco Bay, and not one-tenth of the people of the State trade with San Francisco by vessels sailing out from the Golden Gate. As coasting occupies a very small place in our business, so railroads will occupy a very large one. Moreover, Jersey City has only a small tract of up-land suitable for dwellings, with a wide spread of land suitable for dwellings, with a wide spread of mud flat and marsh to the north, south, and west, so that it may be regarded as an island. Room for a city could not be made without the same kind of filling that has been necessary here. Manhattan Island, on the other hand, has an excellent upland site, and a splendid water front. San Francisco has poor upland and poor water front. Oakland has a magnificent upland site and a poor water front, but the latter can be improved by art. Oakland Creek is 350 yards wide, two miles long, and 15 feet deep at low tide; but as soon as it reaches the bay the water spreads out, and the bar in front of it is only two feet deep at low tide. By building stone walls out. low tide; but as soon as it reaches the bay the water spreads out, and the bar in front of it is only two feet deep at low tide. By building stone walls out from the mouth of the creek a mile and a half to deep water, and dredging out the intervening space, a splendid harbor, far more secure than that of San Francisco. and nearly as large as that of London, could be made at a cost of \$4,000,000 or \$5,000,000.

If that were done, it is not probable that merchandise would be landed at San Francisco to be ferried across, with the expense of an unnecessary handling, but the ships and cars would meet at Oakland, and the latter would become the big city. The water front of San Francisco is so bad that it would cost more to put two miles of it in good condition for commercial purposes than to make six miles at Oakland. At present we have of his a mileand-a-half, and as this is not enough for the present trade, a question arises where the increase is to be accommodated. Oakland has a decided disadvantage as compared with Jersey City in having no natural water-front accessible by large vessels, but on the other hand it has a great advantage in the possession of a deep creek with a large body of tide water at its head, offering an opportunity for constructing, at a cost of a few millions, a fine harbor in which ocean steamers could lie by the side of warehouses and railways, on a line seven miles long.

The Sonate of the United States by passing the bill to allow the Western Pacific Railroad Company (which is to connect at Sacramento with the Central (which is to connect at Sacramento with the Central Pacific, and rou to Oakland and San Francisco) to

(which is to connect at Sacramento with the Central Pacific, and run to Oakland and San Francisco) to occupy Goat Island for terminus has shown its

opinion that San Francisco is not a proper place for a terminus. It is supposed here that the Western Pacific Company is urging the passage of that bill, not because they desire to occupy the island, but to make certain that no other company will get it. The general opinion among engineers is that it is uscless for a terminus. It is a high, steep rock, with no fresh water, no natural anchorage, and no opportunities for making a secure harbor by art, except at a cost more than double that necessary at Oakland. Beside, all the military authorities are agreed that the entire island should continue to be reserved for military purposes.

military purposes.

The Oaklanders are not preparing to make their harbor, and the Vallejo people say it will never be made, because there is a better harbor without cost at their place, and a better place for a city in every

About a year ago the great rush for the purchase of town lots on the outskirts of San Francisco ceased, although land three or four miles out from the settled part of the city is still high, for some of it can readily be sold at \$3,000 per acre or more. An excitement at Oakland followed, and within two years citement at Oakland followed, and within two years prices have risen from four to ten-fold there, and a number of handsome fortunes have been made—if the thing sticks. But these valuations are based greatly on the supposition that Oakland is to be the real business terminus of the Continental Railroad; and as that supposition has received a check from Vallejo, which has got ahead of its rival in the completion of the confidence of the completion of the compl Vallejo, which has got ahead of its rival in the completion of its road to Sacramento, the excitment has now been transferred to the incipient city of the straifs. About a mouth ago a Sacramento company bought 150 acres at Vallejo, and they are now selling it out briskly in homesteads at the rate of \$600 per acre. This tract is a mile and a quarter from the steamer landing. Other sales have been made at almost as much profit. A grain elevator, the only one in California, is being built there. Preparations are in progress for creeting 300 houses the coming Summer—a good number for a small town. That it is to become an important place is universally admitted. The Bulletin says it "is destined to be one of the leading cities of the future." The Times says it will be the second city of the State. The Sacramento Union seems to think it will be the first. As the outlet of an extensive grain district it must become a large exporter of wheat and flour. It is the only point in California, except san Francisco, from which large cargoes of grain have been shipped direct to foreign ports.

The completion of the railroad from Vallejo to Sac-The completion of the railroad from Vallejo to Sac-

The completion of the railroad from Vallejo to Sacramento has changed the course of travel between the capital and the metropolis, most of the passengers now going 60 miles by rail. The Steam Navigation Company, which has had a monopoly of the passenger trade between this city and the two chief towns of the interior for 15 years, having bought off or run off all opposition, has at last found a competitor that cannot be driven out of the field. The fare, which has been \$7 to Sacramento, is now reduced to \$4 per 120 miles by the river. Rumor says that the Steam Navigation is now paying \$180,000 a year of subsidies to competitors who have been bought off, and has a reserve fond of \$1,250,000 ready for use in running down opposition. As the railroad for use in running down opposition. As the railroad has a large way traffic, runs through a rich district, and can always beat the steamer in time, it must run through perhaps at prices so low as to leave little profit to the stockholders; but the more active the competition, and the lower the prices, the greater the benefit which Vallejo will derive from the increased travel.

iravel.

If the place could command capital enough to com mence roads this year to Stockton and Healdsburgh, with a certainty of finishing them next year, the rise in the value of property would be more than the cost of the roads; and land is still so cheap-about Vallejo that a fine speculation might be made in that way.

THE RAILWAYS AND THE OVERLAND MAIL To the Editor of The Tribune.

ten cents in coin for passengers, and interested to cents in coin for passengers, and interested to cents in coin for freight, and puts people off its trains who tender greenbacks at par.

So far as cheapening the cost of transportation is concerned, the Pacific Railroad has, as yet, been of no advantage to the people of the Pacific coast, who have to pay just as much, and in some cases more, than when they relied on horse or ox flesh. There would be some excuse for this if the road had been constructed by private means; but it has been, and is being, built literally and absolutely by the money of the people, receiving liberal aid from the cities, counties, and State of California, as well as the immense gratuity of the General Government. If the men who own the road ever put anything into it, they have doubtless long since got it out, probably on the first contract, which was let at a round aum to one of their number without any such useless formality as an open bid. How the books of this corporation stand, no outsider knows, for even a Committee of the San Francisco Board of Supervisors were refused permission to examine them; but it is the well-grounded belief on the Pacific coast, that the seven owners of this magnificent franchise have already made fromense fortunes out of it, to say nothing of their prospective profits, which overshadow those of any railroad in the country, unless is be the Union Pacific. Whether these gradient intended to act fairly by the people and Government after connection is made and their road completed, is but matter of conjecture, which the only fair inference is from their past course; but I have seen affidavits in which an officer of the County of El Dorado swears that, in the endeavor to gain his consent to a premature issue of county bonds, one of the principal managers developed their ultimate plan, which was to sell out the road, upon its completion, to satisfy the first mortgage, and buy it in again, thus getting rid of all Government claims. These affidavits are now, I b

ations, and bids fair to own the whole railroad system of the Pacific.

As an instance of the loose and injurious, as well as wasteful, way in which this railroad subsidy business has been managed, let me cite the case of the Western Pacific. This road is to run between San Francisco and Sacramento by a circuitous route, via Stockton, and was designed to form the Western end of the trans-continental line. The franchise was granted at the same time as those of the other Pacific roads, and was subsequently purchased by the Central Pacific people, who are letting it lay till they find it convenient to construct it. It has the same subsidy in lands and bonds as the other roads, and passes over a level and comparatively populous country. As yet not a mile is completed. It will, however, probably be finished next season (for it is only one season's work), and then the Government will be called on for \$16,000 in bonds and \$2,800 acres of land per mile. But this tardy completion is not the equivalent for which

season's work), and then the Government will be called on for \$16,000 in bonds and 12,300 acres of land per mile. But this tardy completion is not the equivalent for which this immense subsidy was promised. The popular idea, at least, was that this was to be given in order to secure the building of the road before private capital, without assistance, would have been willing to undertake it. Instead of securing this, the building of the road has been delayed until long after private capital could afford to construct it, and yet when it is at last built, the Government will have to give as a "subsidy" more than the entire road will cost.

A road has already been built from Sacramento to Deep Water, at Vallejo, without a cent of aid from the Government, and the trip can now be made in three hours and a half from Sacramento to San Francisco, without thanks for Government subsidy. And there is no doubt that one would ere this have been built by private capital on the castern side of the river, had not this francinse, with its anormous grants, been in existence.

This postponement is the game of too many of these railroad corporations. To get a big grant of land under processe of contring the country, and then by securing extensions of time, to wait till the country is settled, and the thing will pay for uself before commencing to build

the road. The Northern and Southern Pacific will bear a good deal of watching on this score.

If Congress wants to do something which will be of immediate and immense benefit, not only to the great farWest but to the whole country, let it pass a resolution reducing fares and freights on the Pacific roads, such as that introduced last session by Washburne, and which passed the House by a large majority, but which was smothered in the Sonate.

introduced last session by Washburne, and which passed the House by a large majority, but which was smothered in the Senate.

And "while my hand is in," let me say a word about the Senate.

And "while my hand is in," let me say a word about the Overland mail service. This is simply shamefal. It it was necessary for the Postmaster-General to give Wells, Fargo & Co. \$1,700,000 in order to get the newspaper mail carried, he ought to see that it is carried, Some per mail carried he ought to see that it is carried, some of it is carried after a fashion, but the consideration paid is sufficient to seeme promptness and completeness. Some few Eastern papers get to California overland, but the California papers only get East by way of the 1sthmas. When the law directing the transmission of printed matter overland went into effect, some of the California newsmen had their bundles sent that way, but after losing thousands of dollars by delays, they have in great measure abandoned the experiment.

The fact is that Wells, Fargo & Co. mave not the stock on the route to carry the whole mail as it should be carried, and, in view of the cally completion of the railroad, don't seem disposed to add to it, though that could easily be done. In making a show of carrying printed matter, they have been trying to make men and horses do double dury, and their service, which previously was probably the best in the world, is now completely demoralized, or was in the latter part of December, when I passed over the line. A penny wise and pound foolish superintendent had been cutting down the wages of the men, and introducing other economies, at the same time exacting extra duriy, and while many of the best drivers had left, those that remained did'nt seem to care "whether school kept or not." The coaches might get away from a station in half an hour, or might be detained eight hours. It was quien states with everybody. Horses as well as men were overworked by the extra trips, and drivers would point to their teams as having been, a few mont

POPULATION, MANUFACTURES, AGRICULTURE,

AND COMMERCE OF MAINE.

[FROM OUR OWN CORRESPONDENT.]

AUGUSTA, Me., Feb. 1.—The Hon. John A.

Poor of Portland has transmitted a valuable communication to the Governor of this State, in reply to information asked for by his Excellency as to the progress of population, manufactures, agriculture, and commerce in Maine since the census of 1860. Mr. Poor does not profess to have reliable data, and therefore his statistics are not given with entire accuracy; but they are of such an interest that we cannot forego presenting his results, as showing the value and importance of the matters treated. In estimating the population of Maine, Mr. Poor com-

pares the relative vote for Governor in 1868 with that of 1860. The total vote for Governor in 1868 was 133,009, or 8,004 votes more than were thrown in 1800, when were cast 124,125 votes-an unusually full vote, by the way. Accepting as a basis 100 votes for 506 inhabitants, and applying that rule to the vote of 1868, Mr. Poor gives as our present population 673,177 persons, an increase of 44,577, or about 7 per cent, ever the census of 1860; an estimate obviously population 6.3.17 persons, an increase of 41,517, of about under thau in excess of the truth, as Mr. Poor in another table corrects his estimate, and places the present population at 688,071, an increase of 55,471 persons from 1860 to 1868, or more than 9 per cent. A large part of this increase has taken place since the close of the Rebellion, due mainly to a greater attention to manufactures, and a lively interest in new railway undertakings.

In making his estimate of the value of the real and personal property in the state, Mr. Poor presents tables of valuations that approximate estimates. He says: The netural value of the property in the State has undoubtedly been at each period far boyond the estimates agreed upon for taxation purposes, having for its principal object the equalizing of taxes between cities and towns. The valuation in Maine was, in 1800, equal to 7503 for each inhabitant. In New-York the ratio was stee, in Massachusetts, 4700; in England, \$1,000.

Proof of the low estimates in Maine is shown by reference to the valuation of ships. Freighting ships have the same intrinsic, and the same marketable, value in each State. Ships are valued less in Maine than in New-York, Massachusetts, and other States, and the fact is obvious that valuation returns made for the purposes of taxalogy of community or each states, and the fact is obvious that valuation to the consum of the valuation is uniform no injustice is suffered.

give \$458,713,550 as the frue value of the real and personal property of Maine, July 1, 1868.

Mr. Poor makes a gratifying exhibit of the amount of capital invested in manufactures, and the value of the products. Since 1860, there has been a large mercase in the production of boots and shoes, bricks, ciothing, cotton goods, leather, lime, lumber, olicitoth, paper, sucar, and woolen goods, and a moderate mercase of other manufactures. The production of cotton goods has increased equal to 125 per cent, and woolen goods and paper nearly 200 per cont; of sugar 100 per cent, and of many anemented articles a still greater increase. Many new branches of industry, such as the manufacturing of glass and the preservation of canned meats, have been introduced into the State since 1850.

From information obtained through the officers of the U. S. Revenue, and a variety of private sources from among the leading manufacturers, Mr. Poor estimates the capital of Maine employed in manufactures July 1, 1868, at \$40,000,000, and the annual value of the products of the manufacturers of Maine, for the year ending July 1, 1868, at \$40,000,000, and the annual value of the products of mills has increased from four to nine; the capital employed, from \$1,831,600, in 1890, to 35,000,000, July 1, 1868; and the products, from \$1,881,200, in 1890, to 34,000,000, July 1, 1868; and the products of cotton goods at Lewiston, the number of mills has increased from four to nine; the capital employed, from \$1,831,600, in 1890, to 35,000,000, July 1, 1868; and the products of cotton goods increased from \$3,522,000, in 1890, to 54,447,500, the product of the year 1898.

Mr. Poor then proceeds to furnish the extent in miles of our railroad system of Maine, including 71 miles of the Atlantic and St. Lawrence Road, lying in the States of New Hampshire and Vermont, built by the capital of Maine, as a portion of her trunk line from Portland to Island Pond, made a total of 544 miles, costing \$1,402,441. The new railroad enterprises in centemplation, and f vailing in the construction of railroads in the parts of the State, and the rapid increase of turing industry, are attracting population and turing industry, are attracting population and wealth the State beyond any previous examples since the rev

SAVINGS OF THE FREEDMEN.

The Cashier of the Freedmen's Savings Bank in Memphis has published an annual report showing that the Freedmen of West Tennessee both work and save money. Four hundred and forty-four negroes have \$35,000 on deposit in the bank. The Cashier's report is as

During the year ending December 31, 1863, there have been